



SAFETY Network

June 2011

www.michigan.gov/ohsp

2010 a mixed year for Michigan traffic crashes, deaths, injuries

TRAFFIC DEATHS UP, SERIOUS INJURIES DOWN

For the first time in seven years, Michigan experienced an up tick in traffic deaths in 2010. During the same time the number of traffic crashes, serious injury crashes, and alcohol-involved crashes all declined. While traffic deaths were up, the overall trend continues to be one of decline.

Last year, 937 people were killed in traffic crashes, an 8 percent increase from 871

in 2009. However, fatalities for 2010 are still below that of 2008 when there were 980 traffic deaths.

Overall, the number of traffic crashes dropped 3 percent, serious injury crashes declined 8 percent, and alcohol-involved fatal crashes were down 5 percent. While alcohol-involved fatalities were down,

drug-involved fatalities went up 29 percent, from 119 in 2009 to 153 in 2010.

Part of this increase is due to increased testing to detect drug-impaired driving.

THE CRASH DATA ALSO SHOWS:

>> Motorcycle-involved fatalities increased from 105 in 2009 to 127 in 2010, the same number of deaths reported in 2008. *Continued on page 3 >*



Michigan hosts state's first Drug Recognition Expert course

FIFTEEN OFFICERS RECEIVE SPECIALIZED TRAINING

Michigan law enforcement officers recently received specialized training to enhance their abilities to detect and arrest drugged drivers during the state's first Drug Recognition Expert (DRE) course.

Fifteen officers from local and county police agencies and the Michigan State Police (MSP) participated in the intensive three-week course. The class also included five Michigan prosecutors.

DREs are trained to recognize signs of impairment in drivers under the influ-

ence of drugs other than, or in addition to, alcohol and to identify the category or categories of drugs causing the impairment. DREs conduct a 12-step evaluation process to make this determination.

The first two phases of the course took place at the MSP Training Academy in Lansing, with the third phase occurring at the Maricopa County Jail in Arizona. This facility processes an average of 900 inmates per day and provides officers the opportunity to *Continued on page 2 >*

What's Ahead

JULY

1-10 **Drunk Driving. Over the Limit. Under Arrest. crackdown**
www.michigan.gov/ohsp

AUGUST

7-13 **National Stop on Red Week**
<http://safety.fhwa.dot.gov/intersection/redlight/outreach/>

19-9/5 **Drunk Driving. Over the Limit. Under Arrest. crackdown**
www.stopimpaireddriving.org/

SEPTEMBER

18-24 **National Seat Check Saturday and Child Passenger Safety Week**
www.nhtsa.gov/

25-28 **Governors Highway Safety Assn Annual Meeting**, Cincinnati, Ohio
www.ghsa.org/html/meetings/index.html

OCTOBER

17-21 **National School Bus Safety Week**
<http://naptonline.org>

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MDOT says: Drivers hold key to safety in work zones

The Michigan Department of Transportation (MDOT) recently released the road construction work zone crash statistics from 2010. Last year, there were 5,632 crashes, 1,488 injuries, and twenty-four fatalities. Compared to 2009, there were nearly 500 more crashes in Michigan work zones and more than 100 more injuries. Fatalities also increased in work zones.

MDOT's data analysis shows that nearly all of the fatalities involved drivers and/or their passengers. One death involved a road worker.

For more information, including the 2010 work zone crash statistics and the public service announcement, visit www.michigan.gov/workzonesafety.

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conduct hands-on drug evaluations for all seven drug categories, a requirement of the course.

The DRE program, also referred to as the Drug Evaluation Classification program, began in the 1970s with the Los Angeles Police Department. The program operates under the guidelines and direction of the International Association of Chiefs of Police and is supported by National Highway Traffic Safety Administration (NHTSA). There are more than 7,300 DREs across the nation.

Although Michigan has experienced a decrease in alcohol-related crashes, fatal-

ities and arrests, it has noted an increase in drug-involvement in traffic crashes and injuries. In 2009, drugs accounted for an additional 83 injuries and 89 crashes compared to 2008. In 2010, drug-involved fatalities increased by 29 percent with 153 motorists killed in crashes involving drugs. Some of that increase can be attributed to expanded testing requests.

Nationally, 18 percent of all drivers killed in crashes in 2009 tested positive for drugs, according to the NHTSA. In Michigan, 20 percent of drivers killed tested positive for drugs.

THE FOLLOWING OFFICERS GRADUATED FROM THE DRE PROGRAM:

Deputy **Stephen Brasseur**, Kent County Sheriff's Department
 Officer **Brent Carriveau**, University of Michigan Department of Public Safety
 Officer **Michael Covarrubias**, Mt. Pleasant Police Department
 Officer **Catherine Fase**, Jonesville Police Department
 Trooper **Rene Gonzalez**, Michigan State Police Brighton Post
 Officer **Scott Hall**, Detroit Police Department
 Officer **Josh McConkie**, Greenville Department of Public Safety
 Deputy **Doug McMullen**, Washtenaw County Sheriff's Office
 Trooper **Troy Meder**, Michigan State Police Bay City Post
 Deputy **Troy Packard**, Benzie County Sheriff's Office
 Trooper **Michael Poliski**, Michigan State Police St. Ignace Post
 Trooper **Greg Primeau**, Michigan State Police Detroit Post
 Officer **Sean Seabase**, Midland Police Department
 Trooper **Jeff Short**, Michigan State Police West Branch Post
 Officer **Jacques Simon**, Fraser Department of Public Safety
 Officer **Kevin Yudt**, Westland Police Department

Drunk driving crackdowns are the focus of summer enforcement

More than 200 law enforcement agencies in thirty-five counties are taking part in statewide drunk driving crackdowns during the July 4th and Labor Day holiday periods.

The July 4th *Drunk Driving. Over the Limit. Under Arrest.* crackdown is July 1-10, and the Labor Day enforcement period is August 19-September 5.

Although alcohol-involved traffic fatalities have decreased over the past four years, in 2010 alcohol and/or drugs were a factor in 38 percent of Michigan's traffic deaths. Continued education and enforcement is needed to address this issue.

During these stepped up enforcement campaigns, OHSP will promote the crackdown with paid advertising and media events around the state.

Grant-funded enforcement will be taking place in the following counties: Allegan, Bay, Barry, Berrien, Calhoun, Cass, Clinton, Chippewa, Eaton, Grand Traverse, Genesee, Houghton, Ingham, Ionia, Isabella, Jackson, Kalamazoo, Kent, Lenawee, Livingston, Macomb, Marquette, Monroe, Montcalm, Muskegon, Newaygo, Oakland, Ottawa, Saginaw, St. Clair, Tuscola, Van Buren, Washtenaw, Wayne and Wexford.





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- >> Commercial motor vehicle-involved fatalities increased 25 percent, from 76 in 2009 to 95 in 2010.
- >> Pedestrian-involved fatalities increased 6 percent, up from 125 in 2009 to 133 in 2010.
- >> Bicycle-involved fatalities were up 55 percent, from 20 in 2009 to 31 in 2010.
- >> Cell phone-involved crashes decreased from 294 in 2009 to 265 in

2010. (Michigan cannot track crashes involving texting specifically.)

- >> The number of car-deer crashes declined 9 percent, from 61,486 in 2009 to 55,867 in 2010.

Additional 2010 crash information will be posted to www.michigantrafficcrashfacts.org in the coming months.

Traffic Safety Summit dates set, topic suggestions wanted

The 17th Annual Michigan Traffic Safety Summit is March 20-22, 2012, at the Kellogg Center in East Lansing.

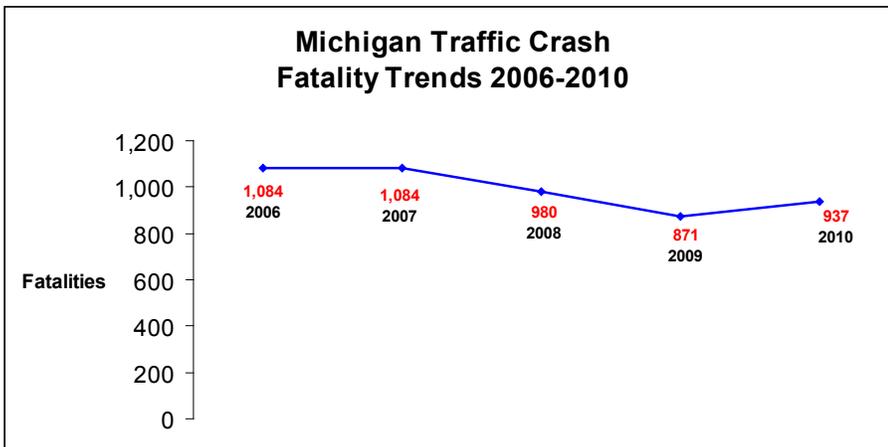
The Office of Highway Safety Planning is seeking ideas for general sessions and workshops for the annual statewide traffic safety conference.

Suggested topics should:

- >> Appeal to a broad range of traffic safety professionals
- >> Not have been covered at a recent summit
- >> Be relevant for this venue

Suggestions are due by September 9. A topic suggestion form can be found at www.michigan.gov/ohsp.

For more information, contact Alyson Kechkaylo at (517) 241-2546 or kechkaylo@michigan.gov.



Bishop joins OHSP staff



Susan Bishop became the Office of Highway Safety Planning's newest staff member when she became the administrative assistant in the Financial Section in

May.

Bishop began working for the State of Michigan in 1997 with the Department of Treasury. In 2008, she became an administrative assistant with the Michigan State Police's Property Services and Resource Management divisions. Prior to joining state government, Bishop worked for IBM.

She holds a certificate in computer applications from the Lansing Computer

Institute and a certificate in accounting from the Pontiac Business Institute.

OTHER NEW OHSP PROGRAM ASSIGNMENTS:



OHSP's Alcohol Program Coordinator Dianne Perukel has assumed responsibilities for working with the adjudication community previously under Jason Hamblen who has been promoted to Section Chief for Program Management. OHSP adjudication efforts include partnerships with the state prosecutors, judges, magistrates, and probation officers associations.



Alyson Kechkaylo, OHSP Program Outreach Coordinator, has been selected by OHSP Director Michael Prince to chair the 2012 Michigan Traffic Safety Summit. She served as the event coordinator for the 2010 and 2011 Summit conferences. As the conference chair, she will oversee the successful planning for the conference and chair a committee that will address site selection, logistics, topics, speakers, and exhibitors. She will also serve as coordinator for OHSP's participation in the AAA/OHSP sponsored Regional Traffic Safety Committees.

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New measures will improve passenger bus safety

U.S. Transportation Secretary Ray LaHood recently announced several new measures that the U.S. Department of Transportation's (USDOT) Federal Motor Carrier Safety Administration (FMCSA) is taking to help ensure that passengers traveling by bus are as safe as possible.

The USDOT will now require more rigorous commercial driver's license testing standards, seek new rules to strengthen passenger carrier and driver compliance with federal safety regulations, and empower consumers to review safety records of bus companies before booking.

The FMCSA also issued a new rule requiring anyone applying for a commercial driver's license (CDL) to first obtain a commercial driver's learner's permit (CLP). The rule also requires all state licensing agencies to use a CDL testing system that meets the American Association of Motor Vehicle Administrators CDL knowledge and skill standards, and prohibits the use of foreign language interpreters to reduce the potential for testing fraud.

Additionally, several new policies were proposed to raise the bar for passenger carrier safety, including a provision that would give greater authority to pursue enforcement action against unsafe "reincarnated" passenger carriers by establishing a federal standard to help determine whether a new carrier is simply a reincarnation of an old, unsafe carrier.

The USDOT is also proposing requiring new motorcoach companies to undergo a full safety audit before receiving operating authority, revising laws to ensure a driver's CDL can be suspended or revoked for drug- and alcohol-related offenses committed in non-commercial vehicles, and raising the penalty from \$2,000 a day to \$25,000 for passenger carriers that attempt to operate without USDOT authority.

The USDOT also unveiled a "Think Safety: Every Trip, Every Time" pre-trip safety checklist that will help consumers review a bus company's safety record,

safety rating, and USDOT operating authority before buying a ticket or hiring a bus company for group travel. The checklist is now available online at www.fmcsa.dot.gov/safety-security/pcs/Index.aspx.

FMCSA is also encouraging consumers to report any unsafe bus company, vehicle or driver to the agency through a toll-free hotline (888) DOT-SAFT or FMCSA's consumer complaint website <http://nccdb.fmcsa.dot.gov/HomePage.asp>

In addition, FMCSA and its state and local enforcement partners are supporting improved passenger bus safety with a growing number of unannounced bus safety inspections across the country throughout the summer travel season.

During the past five years, FMCSA has doubled the number of unannounced bus safety inspections and comprehensive safety reviews of the nation's estimated 4,000 passenger bus companies. Roadside safety inspections of motorcoaches jumped from 12,991 in 2005 to 25,703 in 2010, while compliance reviews rose from 457 in 2005 to 1,042 in 2010.



Video explaining Basic Driver Improvement Class now available

As of December 31, 2010, Public Act 568 of 2008 allows motorists who receive certain traffic tickets the opportunity to avoid points on their driving record by taking a Basic Driver Improvement Course (BDIC).

BDIC's are classes offered by providers approved by the state that serve as a refresher of basic traffic safety principles. Passing a BDIC permits drivers with an opportunity to avoid points on their records and the ticket information from being sent to insurance compa-

nies. The driver must be eligible to take the course and may only avoid points once under this program. Courses may be taken online or in a classroom.

The Secretary of State (SOS) will notify eligible drivers, who will then have sixty days to arrange for and successfully complete the BDIC. The approved provider will notify SOS of course results.

To view a brief video explaining the program, visit www.oelearning.com/bdicwebcast.

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Keg registration laws designed to prevent underage drinking

By Kenneth Stecker, Traffic Safety Resource Prosecutor, Prosecuting Attorney's Association of Michigan

It is very important to remember that although alcohol is legal for adults, it is illegal for anyone younger than 21 to consume or possess alcohol. Underage alcohol use can have immediate and tragic consequences such as alcohol poisoning, injury, or death, as well as long-range harmful consequences, such as increased risk for physical and developmental damage and chronic alcohol addiction (*Grant, 1998; Grant & Dawson, 1997; Hingson et al., 2003*). Furthermore, underage alcohol use is a serious problem for all communities.

Law enforcement activities are critical, not only in limiting underage alcohol access, but also to reduce the consequences of underage drinking. One common way that underage drinkers gain access to alcohol is at parties. Young people like to have a party when their parents are away, or away from their parents' home, like at a secluded beach or a park at nighttime. These parties may potentially become dangerous and eventually get out of control. Often, Hollywood depicts the glamour of underage drinking parties. However, that is not the case, as generally reports of alcohol poisoning, traffic crashes, property damage, community disturbance, violence, and sexual assault commonly result from these parties. Underage drinking parties create dangerous, risk-taking behaviors such as binge drinking, vandalism, sexual assault, and unprotected and unplanned sex, not to mention other serious issues.

Young people today have access to more money and vehicles than in the past to purchase alcohol for these parties. It should be noted that beer kegs are a popular source of alcohol for teens, especially at underage drinking parties. Young people often obtain kegs through third-party transactions or through older friends. Historically, police and other enforcement agencies have had difficulty tracing the

original purchasers of these kegs who provide the alcohol to underage drinkers.

To address this issue, many states have put keg registration laws into place. On December 21, 2010, Michigan became one of those states.

PUBLIC ACT 344 REQUIRES THAT:

- >> Retailers selling beer in a keg to attach an identification tag to the keg, require the purchaser to sign a receipt, and refuse to return the keg deposit if the tag is not attached when the keg is returned.
- >> The purchaser of the beer to complete and sign a receipt after presenting a driver's license or State of Michigan identification card.
- >> The Liquor Control Commission (LCC) to make ID tags available to retailers selling beer in a keg.

It also requires that a notice must be printed on the receipt in boldfaced type the same size as that used on other parts of the receipt. The notice must state all of the following:

- >> That the retailer will not return the keg deposit to the purchaser of the beer if the tag is not attached to the keg upon its return.
- >> That the individual signing the receipt does so with the understanding that he or she agrees not to damage the keg or remove or alter the attached tag.
- >> That the individual signing the receipt does so with the understanding that he or she is subject to liability for serving the beer to any minor.

It should be noted that this information must be on a receipt, and it requires the retailers to retain receipts for at least thirty days.

Additionally, it sets an administrative fine for retailers who commit certain violations; i.e. "A retailer who has failed to apply an identification tag on a keg, intentionally failed to complete the receipt as

prescribed by the commission, or failed to obtain the purchaser's signature on the receipt is liable for an administrative fine of not more than \$50."

Also of significance, it prescribes a misdemeanor penalty for people who are not retailers or wholesalers for certain violations; i.e. person who is not a retailer or a wholesaler licensed by the commission is guilty of a misdemeanor punishable by imprisonment for not more than ninety-three days or a fine of not more than \$500 for any of the following:

- >> Removing an identification tag from a keg containing beer.
- >> Allowing the removal of an identification tag from a keg of beer purchased by that individual.
- >> Providing false information in the purchase of beer in a keg.

The law defines "keg" as any brewery-sealed individual container having liquid capacity of five gallons or more.

Michigan's law should improve the ability of many communities throughout Michigan to address this type of third-party transaction that facilitates the exchange of alcohol between adults and those under the age of 21, and hopefully lead to a decrease in traffic fatalities for drivers under the age of 21.

For more information on this topic and other underage drinking issues, visit www.alcoholpolicy.niaaa.nih.gov.

For more information on PAAM training programs, contact Kenneth Stecker, Traffic Safety Resource Prosecutor, at (517) 334-6060 or steckerk@michigan.gov.

Please consult your prosecutor before adopting practices suggested in this article.



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Register now for the Ride Smart 2011 Motorcyclist Safety Conference

Hear about the latest motorcycle safety gear, riding techniques, research, and technology at the Ride Smart 2011 Motorcyclist Safety Conference September 9-11. The conference is being held at the Michigan State Police (MSP) Training Academy in Lansing and participants will have the opportunity to handle various riding scenarios at real world speeds on the MSP drive track.

The event will feature presentations by nationally known motorcycle safety experts Ray Ochs, Ricky Orlando, and Lee Parks, who will share information and riding techniques that participants can immediately implement.

Dr. **Ray Ochs** is the director of training systems for the Motorcycle Safety Foundation (MSF). He has more than thirty years experience in education, training, and leadership functions. As the director of training systems, he is the driving force behind the development and maintenance of MSF's national curriculums and training functions.

Ricky Orlando is currently licensed for American Motorcyclist Association (AMA)

pro superbike and Motorcycle Roadracing Association (MRA) pro road racing competitions. He is a MSF-certified coach, and MRA approved. His racing accomplishments include four MRA Colorado state championships, repeated top ten AMA Superbike finishes, and a top ten World Endurance Championship finish. He has more than 15 years of private instruction experience and is the instructor for the Genoa Motorsports Country Club.

Lee Parks has been racing for twenty-five years and won the 2001 G.M.D. Computrack National Endurance Series Championship in the lightweight class. He also finished second in the 1994 AMA 125GP national championship in its exhibition year. He spent five years as the editor and chief test rider of *Motorcycle Consumer News*, where he road-tested every new street motorcycle available in the United States. He is also the developer of Total Control Riding Clinics.

This event is sponsored by the Skilled Motorcyclist Association—Responsible, Trained, and Educated Riders (SMARTER) and the Michigan Office of Highway Safety

Planning (OHSP) with support from the MSP Precision Driving Unit.

Participants who register by July 31 receive a discounted rate for the entire conference of \$94 for SMARTER members and \$139 for non-members. After July 31, registration for the entire conference is \$139 for SMARTER members and \$184 for non-members. Several registration options are available.

For more information and registration details, visit <http://ridesmart2011.eventbrite.com>.



Free advanced driver training available for teens on August 6

Teen drivers have the unique opportunity to learn advanced driving skills with hands-on training provided by the Michigan State Police (MSP) Precision Driving Unit on Saturday, August 6 at the MSP Training Academy in Lansing.

Participants will get behind the wheel of an MSP patrol car on the Precision Driving Track with an MSP driving expert in the passenger seat. Instruction will include skid control, evasive maneuvering, controlled braking, and off-road recovery. The event will also include basic vehicle maintenance and drunk driving simulation.

To be eligible, the teen must be between 16 and 19 years old and have at least a Level 2 driver's license under the Michigan Graduated Driver Licensing program. Applicants must successfully complete the Ford Driving Skills For Life Online Academy at www.drivingskillsforlife.com prior to applying. A waiver of liability signed by a parent or legal guardian is also required.

This presentation of the Ford Driving Skills For Life program is sponsored by the Ford Motor Company Fund, Governors Highway Safety Association, MSP, and the Office of Highway Safety Planning. It is

designed to assist young drivers improve their skills in four key areas that are critical factors in more than 60 percent of teen vehicle crashes: hazard recognition, vehicle handling, space management, and speed management.

To attend, complete the application form available at www.michigan.gov/ohsp and return the completed form by Friday, July 29. Completed forms can be faxed to (517) 241-2501 or emailed to MSP-OHSP-News@michigan.gov. Space is limited and registration is on a first-come, first-served basis.



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Pictured are (l. to r.): Anne S. Ferro, Administrator, US Department of Transportation (USDOT), Federal Motor Carrier Safety Administration (FMCSA); Capt. Harold Love, Commander, Michigan State Police, Traffic Safety Division; and Patrick B. Muinch, Division Administrator, USDOT, FMCSA, Michigan Division.

Michigan State Police receive USDOT truck safety awards

The Michigan State Police (MSP) received two U.S. Department of Transportation Motor Carrier Safety Leadership Awards at the National Federal Motor Carrier Safety Administration Leadership Conference in April.

This is the fourth time in the past five years that the MSP has been recognized for its commercial vehicle enforcement initiatives at this annual convention.

The 2011 Leadership Award was presented to the Traffic Safety Division in recognition of Michigan's exceptionally low commercial vehicle fatality rate from 2007 to 2009, the latest data available. The

number of truck-involved fatalities occurring on Michigan roadways continues to be below the national average. From 2007 through 2009, Michigan had a truck-involved fatality rate of 0.10 per 100 million total vehicle miles traveled – the lowest in the Midwest and one of the lowest in the nation. The national average for the same time period was 0.18 per 100 million total vehicle miles traveled.

MSP also received the 2011 Leadership Award for data quality. This award is in recognition of Michigan's timeliness and accuracy of commercial vehicle inspection and crash reports.

Genesee ISD bus drivers win national special needs bus roadeo

Jamie Magness and Andrea Gerth of the Genesee Intermediate School District (ISD) in Flint bested nineteen other teams in March as they won the 14th Annual National Special Needs Team Safety Roadeo held in Missouri.

Magness and Gerth scored 895 out of a possible 932 points with Magness serving as driver and Gerth as the aide. Both are drivers for Genesee ISD, which transports 1,200 students with special needs on 100 buses and another 1,400 vocational education students on another twenty buses.

The teams were tested on how they process the pre-trip inspection, car seat securement, loading and securement, the driving course (with a railroad crossing, obstacle course and parking requirements), and an evacuation.

The women are three-time Michigan state champions in the special needs event but finished in fourth place at the 2009 and 2010 national roadeos.

Gerth has driven for three years after serving as a bus aide for two years, and Magness has been a part-time driver for three years. She is also a full-time, para-educator for Genesee ISD's Marion D.Crouse Instructional Center in Flushing.



SAFETY Network



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Safety Network is published by the
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Editor: Lynn Sutfin
Designer: Jon Benallack

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